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1. All the Ganz plants have two things in common: enlarging and modernization. They produce for Soviet reparations and the export trade, and consequently can only meet the Five-Year Plan quotas on a reduced scale; as a result of this, the works managers are changed frequently.
2. The Ganz car factory: Three new workshops were built in 1951, with a total surface area of 3,200 square meters. The average height of the buildings is 14 to 16 meters. One shop has an assembly line for Diesel engine drives. The engine housings are turned out on the ground floor. Production has not yet started. A 12-story office building is planned for the factory by the Industrial Planning Bureau. During the past two years, two assembly halls and a metal cutting and forging shop have been built.
3. Factory officials: Manager Ferencz Kripácz; Communist Party secretary János Berta; trade union leader Géza Baronal; plans division chief Gusztáv Held; car division chief János Szönyi; rolling mill division chief Károly Zilahy; engine division chief Sándor Forgó.
4. The production plan cannot be steadily fulfilled in this plant; in February 1952 it was only 80 percent. The main cause is that the work discipline is weak. The work is not well organized, with the result that there is much lost time. The greatest lack of planning was in the engine division. The production of gray iron and soft steel has to be increased for the plant to fill its quotas. The amount of unserviceable production in the steel foundry reaches about six percent, and that of gray cast iron 9 to 10 percent. Everything has been tried fo

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the reduction of these percentages, but so far without success. The enforcement of the "Gazda" materials saving campaign, has brought about additional difficulties. In 1951 the factory was to have cleared over a million forints by economy measures in the production, but only a fraction of this was realized. The car plant produces high quality motor trains for the Soviet Union; 18 complete trains have been finished since 1945, of which six were motor express trains. The last two trains represented about 26 million forints and were finished recently. In 1952 a train will be built for Argentina and two for the Soviet Union. A large rubber-mixing machine will be built for the Hungarian rubber factory "Ruggyanta-árugyár" at Kőbánya Hegy. Large numbers of cogwheels of various sizes, ball-bearing switches and pendulum rock crushers are produced for the railways of the Soviet Union and satellite states. At the end of 1951, 26 steam engines for Ganz tractors remained due from the Láng factory, as a result of which there has been a large falling off in production. The factory has built two engine units for the pumping installations of the Dunai iron works. Similar installations will be made this year. The engine factory manufactures Pelton turbines.

5. Ganz shipworks: The greatest enlargement and new construction has taken place at this plant. The crane building factory has been made independent during the past year and now produces under the name "Darugyár". During the past 12 months the Hungarian Government has invested more than seven million forints in new construction, including a concrete wall, 2,600,000; a forging shop, 400,000; a carpenter shop, 4,800,000; an electric welding system 700,000. The shipworks director is István Kiss; the chief engineer, József Páál; the manager of the crane factory, Ferenc Borsányi. The greatest economy measures are prescribed in both factories. They have to save 2,700 kg. of high grade steel; the plan, however, can only partly be realized. The shipworks are working on the thirty-third Danube-seagoing ship for the Soviet Union. The thirty-second ship left the plant a few weeks ago. Two repair ships will be built; one for the Hungarian Danube flotilla and the other for the Soviet Union. The reparations ships taken over by the Soviet Union are of 1,100 gross registered tons. The ship and crane works together have built a traveling crane for foundry work at the Diósgyőr combine. It is 20 stories (sic) high. No such crane was ever built in Hungary before. The crane factory is currently building floating cranes for the Soviet Union, of which six have been delivered and the seventh is under construction.
6. Ganz electric works: A purge of leadership has taken place at this plant for non-fulfillment of plan. The technical director, Spányi (fnu), and the plant manager, Szentmártoni (fnu), were removed. The new director is István Fazekas; Communist Party secretary, Gyula Vida; production manager, Chief Engineer Mándy (fnu). Enlargement of the machinery park had been planned for 1952. In the last few weeks, however, all investment plans have been stopped and the strictest economy measures ordered. The machines to have been purchased included two lathes; boring machine; planer; three transformers; metal plate shearer, and paper cutting machines. The factory makes large turbo-generators for Rumania; similar machines have been manufactured for the Soviet Union. Fourteen motors were built for the great blast furnace at Diósgyőr. The Switch plant makes telephone sets and industrial electric switches. Since the fall of 1951 more than 90 covered electric switch systems and about 6,000 packings have been manufactured for the Inota electric power plant. Two oil switches were also produced after much delay. The strictest economy of materials is prescribed, especially as to copper and bright metal. Instead of first class raw material, various scraps often have to be employed, whereby the reliability of the product is endangered. The Communist Party secretary in the switch works is named András Csókás; the works manager is József Gulyás. The switch plant manufactures experimental welding transformers after Soviet models. The electric plant manufactures motors, type FHA-166-6. It also makes a whole series of electric motors for mine locomotives. The plant has purchased abroad an "Argonarc" metal welding apparatus.

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